



REGIONAL TRANSIT AUTHORITY
Overall Disadvantaged Business Enterprise (DBE) Goal
Fiscal Years 2026-2028

SUMMARY

In keeping with the requirements of 49 C.F.R. Part 26, an Overall DBE goal has been developed for DBE participation in DOT – assisted contracting by the Regional Transit Authority (RTA) of New Orleans during Fiscal Year 2026 through Fiscal Year 2028. The RTA receives funding from the Federal Transit Administration (FTA) of U.S. Department of Transportation (USDOT). The RTAs recommended overall DBE goal for 2026-2028 is 34% of the federal financial assistance we will expend in FTA-assisted contracts, exclusive of FTA funds to be used for the purchase of transit vehicles.

This goal identifies the relative availability of DBEs based on evidence of ready, willing, and able DBEs in relationship to all comparable businesses which are known to be available to compete in the RTAs FTA assisted contracts. The overall DBE goal reflects staff's determination of the level of DBE participation which would be expected absent the effects of discrimination.

The RTA estimates that, in meeting its overall goal of 34%, it will obtain 24% from race conscious participation and 10% through race neutral measures.

OVERALL DBE GOAL METHODOLOGY

FTA assisted contracting for Fiscal Years 2026-2028 is expected to consist of ten construction projects as detailed in **Table 1**. Total dollars per major projects budgeted for FY 2026-2028 are listed in **Table 1**. Additional projects may be undertaken if additional revenue becomes available. The overall DBE goal will be adjusted if necessary.

TABLE 1

Project	Amount	Weight
Downtown Transit Center	33,028,916	0.159728192
Carrollton Double Crossover	2,800,000	0.013540830
Algiers Ferry Building Renovation	9,689,536	0.046858700
BRT East-West Bank Corridor	95,912,937	0.463835992
UPT Admin Office Renovation	5,000,000	0.024180054
Algiers Ferry Barges Replacement	13,670,151	0.066108997
St Charles Downtown Loop – Phase 4	12,500,000	0.060450134
Zero-Emission, Resilient	13,586,879	0.065706293
All Stops Accessible Program – St Charles	6,865,656	0.033202386
Mobility Hubs, Phase 1	13,727,931	0.066388422
Total DOT Assisted Contracts	206,782,006	100

In order to obtain an accurate count of ready, willing, and able DBEs, each project was examined and its “scope of services” were detailed for the purpose of defining the type of work and skill-sets necessary to complete the scheduled work. Each work type was assigned a six-digit North American Industry Classification System (NAICS) Code. NAICS was developed jointly by the U.S., Canada, and Mexico to provide new comparability in statistics about business activity across North America. After establishing NAICS codes, contracting dollars were estimated for each work type on a project basis. **Tables 2 through 11** below illustrate the contract estimates and the NAICS breakdown for each project.

DOWNTOWN TRANSIT CENTER				
TABLE 2				
NAICS	WORK CATEGORIES	*Number of DBEs	All Firms	Relative Availability
238210	Electrical	34	207	0.164251208
237310	Traffic	26	35	0.742857143
238110	Concrete/Earthwork	25	29	0.862068965
541310	Architectural	17	106	0.160377358
238120	Structural	11	12	0.916666667
238910	Demolition	40	49	0.816326530
237130	Utilities	3	15	0.2
561730	Landscaping	28	168	0.166666667
237110	Plumbing	16	16	1
238220	HVAC	27	347	0.077809798
238290	Elevator Installation	4	24	0.166666667
		231	1008	5.273691003

CARROLLTON DOUBLE CROSSOVER				
TABLE 3				
NAICS	WORK CATEGORIES	*Number of DBEs	All Firms	Relative Availability
238910	Demolition	40	49	0.816326530
237310	Traffic	26	35	0.742857143
238110	Concrete/Earthwork	25	29	0.862068965
561730	Landscaping	28	168	0.166666667
238210	Electrical	34	207	0.164251208
237990	Rail	12	28	0.428571428
237130	Utilities	3	15	0.2
		168	531	3.380741941

UPT ADMIN OFFICE RENOVATION				
TABLE 4				
NAICS	WORK CATEGORIES	*Number of DBEs	All Firms	Relative Availability
238910	Demolition	40	49	0.816326530
238210	Electrical	34	207	0.164251208
237110	Plumbing	16	16	1
237130	Utilities	3	15	0.2
238220	HVAC	27	347	0.077809798
		120	634	2.258387536

ALGIERS FERRY BARGE REPLACEMENT				
TABLE 5				
NAICS	WORK CATEGORIES	*Number of DBEs	All Firms	Relative Availability
238210	Electrical	34	207	0.164251208
237990	Marine	12	28	0.428571428
332999	Barge Fabrication	2	5	0.4
		48	240	0.992822636

ST CHARLES DOWNTOWN LOOP – PHASE 4				
TABLE 6				
NAICS	WORK CATEGORIES	*Number of DBEs	All Firms	Relative Availability
238910	Demolition	40	49	0.816326530
237310	Traffic	26	35	0.742857143
237130	Utilities	3	15	0.2
238210	Electrical	34	207	0.164251208
238110	Concrete/Earthwork	25	29	0.862068965
237990	Rail	12	28	0.428571428
		140	363	3.214075274

ALGIERS FERRY				
TABLE 7 BUILDINGS RENOVATION				
NAICS	WORK CATEGORIES	*Number of DBEs	All Firms	Relative Availability
238910	Demolition	40	49	0.816326530
238110	Concrete/Earthwork	25	29	0.862068965
541310	Architectural	17	106	0.160377358
561730	Landscaping	28	168	0.166666667
238120	Structural	11	12	0.916666667
237130	Utilities	3	15	0.2
238210	Electrical	34	207	0.164251208
238220	HVAC	27	347	0.077809798
237110	Plumbing	16	16	1
238290	Elevator Installation	4	24	0.166666667
		205	973	4.53083386

BRT EAST-WEST BANK CORRIDOR				
TABLE 8				
NAICS	WORK CATEGORIES	*Number of DBEs	All Firms	Relative Availability
238910	Demolition	40	49	0.816326530
238110	Concrete/Earthwork	25	29	0.862068965
541310	Architectural	17	106	0.160377358
561730	Landscaping	28	168	0.166666667
238120	Structural	11	12	0.916666667
237130	Utilities	3	15	0.2
238210	Electrical	34	207	0.164251208
237310	Traffic	26	35	0.742857143
237110	Plumbing	16	16	1
237990	Civil	12	28	0.428571428
		212	665	5.457785966

ALL STOPS ACCESSIBLE TABLE 9 PROGRAM – ST CHARLES				
NAICS	WORK CATEGORIES	*Number of DBEs	All Firms	Relative Availability
238910	Demolition	40	49	0.816326530
238110	Concrete/Earthwork	25	29	0.862068965
541310	Architectural	17	106	0.160377358
561730	Landscaping	28	168	0.166666667
238120	Structural	11	12	0.916666667
237130	Utilities	3	15	0.2
238210	Electrical	34	207	0.164251208
237310	Traffic	26	35	0.742857143
237990	Civil	12	28	0.428571428
		196	649	4.457785966

TABLE 10 MOBILITY HUBS PHASE 1				
NAICS	WORK CATEGORIES	*Number of DBEs	All Firms	Relative Availability
238910	Demolition	40	49	0.816326530
238110	Concrete/Earthwork	25	29	0.862068965
541310	Architectural	17	106	0.160377358
561730	Landscaping	28	168	0.166666667
238120	Structural	11	12	0.916666667
237130	Utilities	3	15	0.2
238210	Electrical	34	207	0.164251208
237310	Traffic	26	35	0.742857143
237990	Civil	12	28	0.428571428
		196	649	4.457785966

TABLE 11	ZERO-EMISSION, RESILIENT FLEET			
NAICS	WORK CATEGORIES	*Number of DBEs	All Firms	Relative Availability
238910	Demolition	40	49	0.816326530
237130	Utilities	3	15	0.2
238210	Electrical	34	207	0.164251208
238110	Concrete/Earthwork	25	29	0.862068965
237990	Civil	12	28	0.428571428
		114	328	2.471218131

GOAL SETTING CALCULATIONS

A two-step process was considered to establish the overall DBE goal, as described herein.

Step One: Compute Base Figure

Per 49 CFR 26.45(c) a base figure was developed to determine the relative availability of DBEs to perform work on anticipated contracts. The formula for calculating the relative availability of DBEs is as follows:

Base figure equals ready, willing, and able DBEs divided by all firms ready, willing and able (including DBEs and non-DBEs)

Weighting is recommended in USDOT tips to ensure the overall goal accurately reflects the scope of work. Based on guidance from FTA, a weighted base figure was computed that takes into account the relative size of the anticipated contract. The formula used as follows:

Weighted Base Figure = [(Project % of total contract dollars) *(Relative availability of DBEs)] + [(Project % of total contract dollars) *(Relative availability of DBEs)] ...

Weighted Base Figure = 29.26564 (Refer to **Table 12** below.)

The weighted base figure was developed by:

- 1) The relevant market area was determined to specify the geographical area for seeking available businesses.
- 2) Using the Louisiana Unified Certification Program Directory and other local DBE Directory to identify the number of registered DBEs willing to perform work in the Greater New Orleans market area for each of the anticipated contracts, based on the

NAICS (North American Industry Classification System) code(s) most relevant to each contract.

- 3) Using 2022 County Business Patterns (CBP) data from the U.S. Census Bureau to identify the total number of businesses available in The Greater New Orleans market area for work on each contract type, based on the same NAICS codes.
- 4) Dividing the number of DBEs by the number of all businesses to determine the relative availability of DBEs in the market area for each contract type.

Dividing the number of market area DBEs by all market area businesses (DBEs and non-DBEs), produced a relative base figure of 29.26, as shown in **Table 12**.

TABLE 12 BASE GOAL

Project	DBES	All Firms	Relative Availability	Weight	Total
Downtown Transit Center	231	1008	0.22916667	15.97	3.65979167
Carrollton Double Crossover	168	531	0.31638418	1.35	0.42711864
Algiers Ferry Building Renovation	205	973	0.21068859	4.69	0.98812949
BRT East-West Bank Corridor	212	665	0.31879699	46.38	14.7858045
UPT Admin Office Renovation	120	634	0.18927444	2.42	0.45804416
Algiers Ferry Barges Replacement	48	240	0.2	6.61	1.322
St Charles Downtown Loop – Phase 4	140	363	0.38567493	6.05	2.33333333
Zero-Emission, Resilient	114	328	0.34756097	6.57	2.28347561
All Stops Accessible Program – St Charles	196	649	0.30200308	3.32	1.00265023
Mobility Hubs Phase 1	196	649	0.30200308	6.64	2.00530046
	1630	6040	2.80155293	100	29.26564809
Base Goal					29.26564

Step Two: Adjust Base Figure

Per 49 CFR Part 26.45(d), following calculation of a base figure, all available evidence must be examined to determine what adjustment, if any, is needed to the base figure in order to arrive at the overall DBE goal.

After calculating the Base Figure of 29%, it was determined that this rate of participation is inconsistent with historical data and the realities of the market in the Metropolitan Area and as such, adjustments to the Base Figure are warranted. To ensure that the goals for the RTA truly reflect the participation expected absent the effects of discrimination, this methodology goes beyond the raw formula derived by comparing databases; the methodology factors other subjective considerations into the formula to better estimate local market conditions. As such, the Base Figure was adjusted as detailed below.

Regional Market Data

The following data was considered in determining an adjustment to the Base Figure: Past DBE participation.

The adjusted base Figure is detailed in **Table 13** below.

TABLE 13 ADJUSTED TABLE					
Project	DBES	All Firms	Relative Availability	Weight	Total
Downtown Transit Center	231	1008	0.22916667	15.97	3.65979167
Carrollton Double Crossover	168	531	0.31638418	1.35	0.42711864
Algiers Ferry Building Renovation	205	973	0.21068859	4.69	0.98812949
BRT East-West Bank Corridor	212	665	0.31879699	46.38	14.7858045
UPT Admin Office Renovation	120	634	0.18927444	2.42	0.45804416
Algiers Ferry Barges Replacement	48	240	0.2	6.61	1.322
St Charles Downtown Loop – Phase 4	140	363	0.38567493	6.05	2.33333333
Zero-Emission, Resilient	114	328	0.34756097	6.57	2.28347561
All Stops Accessible Program – St Charles	196	649	0.30200308	3.32	1.00265023
Mobility Hubs Phase 1	196	649	0.30200308	6.64	2.00530046
Base Goal					29.26564
				DBE Annual Goal	Actual Attainment
PAST PARTICIPATION					
FY 2020				30%	9.3%
FY 2021				30%	49.4%
FY 2022				32%	54.1%
FY 2023				32%	22.6%
FY 2024				32%	57%
AVERAGE PAST PARTICIPATION				31%	38.4
ADJUSTED DBE GOAL					34%

Past DBE Participation:

The primary form of evidence available is the past participation of DBEs in RTAs contract goals. The RTA's average DBE participation for the past five years has been 38.4%. **Refer to Table 13.** As such, the Base Goal of 29.26% will be adjusted using the average past participation goal of 38.4%. Averaging the Base DBE goal of 29.26% along with the past participation goal of 38.4% yields a Final Adjusted DBE Goal of 34%. **The RTA is recommending a DBE goal of 34%.**

Step Three: Determine Race Neutral and Race Conscious Split

The RTA will use contract goals to meet any portion of the overall goal that the agency does not project being able to meet using race-neutral means. Contract goals are established so that, over the period to which the overall goal applies, they will cumulatively result in meeting any portion of the overall goal that is not projected to be met through the use of race-neutral means.

RTA will establish contract goals only on those DOT-assisted contracts that have subcontracting possibilities. RTA will not need to establish a contract goal on every such contract and the size of contract goals will be adapted to the circumstances of each such contract (e.g., type and location of work, availability of DBEs to perform the particular type of work). RTA will establish the contract goals as a percentage of a DOT-assisted contract or the federal share of a DOT-assisted contract.

The regulations require RTA to determine how much of its FFY DBE goal it expects to meet through race-conscious methods and how much through race neutral methods. To break down the overall goal into a race neutral and race conscious component, the RTA relied on past participation from fiscal years 2020 through 2024. The RTA estimates that in meeting its overall goal of 34%, it will obtain 10% from race-neutral participation and 24% from race-conscious measures.

The agency has implemented its race-neutral Small Business Enterprise (SBE) program and currently has small business limited competition for federally funded projects where there are three or more certified small businesses in the market to compete. Race neutral participation has significantly improved.

Methods of Achieving Race-Neutral DBE Goals

In order to achieve race-neutral goals the RTA will continue to identify opportunities for SBE limited competition. The SBE program targets projects up to \$500,000 for limited competition based on availability of certified small businesses to compete for contract awards.

In addition to the SBE Program, the RTA will utilize the following strategies to obtain the race conscious portion of the goal.

- Conduct mandatory DBE outreach sessions for prime bidders on capital and infrastructure projects.
- Identify Technical Assistance resources to support SBEs.
- Arrange solicitation, times for the presentation of bids, quantities, specifications, and delivery schedules in ways that will facilitate DBE, and other small business participation. The RTA will continue to unbundle large contracts to make them more accessible to small businesses, in some cases, requiring and always encouraging prime contractors to subcontract portions of work that they may have otherwise performed with their own workforces.
- Public meetings to provide DBEs and small businesses with information on project priorities.

- Ensure that DBEs and SBEs have access to procurement information, contracting procedures and specific contract opportunities through the agency's electronic bid system (ProcureWare).
- Ensure that the LAUCP Directory is distributed to the widest feasible universe of potential prime contractors.

Moreover, in order to ensure that the DBE program is narrowly tailored to overcome the effects of discrimination, the RTA will track and report race neutral and race conscious DBE participation. For reporting purposes, race neutral DBE participation includes, but is not limited to, the following: DBE participation through the SBE set-asides for small economically disadvantaged businesses; DBE participation through a prime contract where DBE participation is obtained through customary competitive procurement procedures; DBE participation on a prime contract exceeding a stated contract goal; and DBE participation through a subcontract from a prime contractor that did not consider a firm's DBE status in making the award.

Step Four: Public Participation and Consultation

Pursuant to 49 CFR 26.45 (g) (1), the RTA provided the opportunity for public participation during the goal setting process. The public participation process included a public notice and a public meeting for stakeholders, minority and general contractor groups, other officials or organizations which could be expected to have information concerning the availability of disadvantaged businesses and/or the effects of discrimination on opportunities for DBEs.

The RTA provided an opportunity for public comment at a public meeting which was held on June 25, 2025. The RTA will consider any written comments it receives from the public in adjusting its final goal.

Public Notice

Pursuant to 26.45 (g)(2), the RTA published a notice announcing the proposed overall goal, informing the public that the proposed goal and its rationale are available for inspection during normal business hours for 30 days following the date of the notice and comments regarding these documents will be accepted for 45 days from the date of publication. The public notice indicated the location(s) where the proposed goal can be reviewed and where comments can be transmitted. The notice is posted on RTA's website and published in the following publications:

- The Advocate
- Louisiana Weekly
- The New Orleans Tribune
- Louisiana Business Journal
- Small Business Exchange
- Transit Talent
- American Public Transportation Association (APTA)